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Arcaya, Mariana

From: Matt Issman [mli1811@adelphia.net]
Sent: Saturday, October 18, 2003 10:40 AM
To: naftaeis@fmcsa.dot.gov
Subject: Mexican trucks operating in the U.S

Sirs;

I wish to make a comment regarding the proposal to permit freer access by Mexican trucks to the interior of the U.S.

I am not representing any organization, and these are my personal observations, based on my experience living in Imperial County, CA.

- The Mexican Government's licensing and inspection processes are lax or non-existent and rife with corruption. There is no way for US authorities to verify positively that all licensing requirements and inspections have been done on the Mexican side. Mordida (translated "the bite") is how things are done in Mexico, from obtaining licenses to buying police cooperation.
- The Mexican domiciled trucks are in poor repair and do not even come close to meeting U.S. emissions and safety standards. One only needs to look along the sides of the roads leading to and from the Ports of Entry to see the parts of trucks that have fallen off, or the roadside repairs being done to enable the trucks to limp back to where they came, spewing black, noxious exhaust.
- The U.S. Customs Service inspects less than 10% on average of the trucks crossing into the US from Mexico with a work force of over 15,000 inspectors. How do you propose enforcing the provisions of this act where you will need to inspect all of the trucks for safety and emissions, with a work force of ?????
- Enacting this provision of NAFTA subverts the safety and health of U.S. residents and motorists to the economic benefit to a country (Mexico) which cannot and will not control its' borders, drug smuggling, and illegal alien intrusion into the U.S.

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